P 15 F

App. F. IX-4

Previous References.

1954-55 (9TB)

File No. 38-54-
Serial Nos. 26, 27

Later References.

MYSORE GOVERNMENT SECRETARIAT

Serial Nos. Ter

Part B for August 1954

SUBJECT

Report of the Bangalore Development Committee regarding the Changing conditions and ultimate Solution

WD 03555—GPB—25,000—2-7-53.

To,
The Commissioner, Bangalore Corporation
" Chairman, CITB, Bangalore
" Municipal Commissioner Bangalore
" Municipal Commissioner, Mysore
" Commissioner for LSG
" Pdt, K.G.F. Sanitary Board
" D.C's & Districts.

L. 40083-110/ Dated 10.7.54
Issues instructions

Dr. Ramakrishnan
A/19/7/54.

1591/VII

①

Serial No.

Report of the Bangalore development committee

Extract of para 989 the report is enclosed. The suggestion is to improve roads by providing foot paths carriage ways etc of different widths Draft go is putup for consideration

(These instructions may perhaps be made applicable to all the city municipalities & the dist. Headquarters municipalities as indicated in the draft)

fly 7/

14 JUN 1954

M 8/6 S.O. 11/6

Secy Dept

2) 12/6

3) May be approved

Minister (Secy PWD) 15/6 1954

1954

Appd. 4/7/54

To,
The Comm., C.C.B.
The Chairman, B.T.B.
The Sl. Comm. of Transport & Police
The Comm. for Exp.
The Pdt., P.W.D. & Sanitary Comm.
The C.E.
D.C.s of Districts
No. 40 83-116 dt 10-7-54
with instructions.

OFFICE OF THE MINISTER FOR PUBLIC HEALTH & LOCAL SELF GOVERNMENT
21 JUN
No. 1294

11 JUN 1954

Note.—Contn. Sheet

15-91/9K

File No. of 195 . (2)

Mysore Government Secretariat

erial No.

To,

The Director of Printing

R 4111 W/11-7-52

Requests him to supply printed copies.

A draft D.O. reminder is put up

Mra 4/6/8.11/8

Issue

15/8

BMa

As copies have since been received, the letters held up & the copies will now be sent to the concerned addressees.

Mra 18/8.

Sri. Nanjesetty.

Please send copies as follows:-

1) Chairman, C.C.B & the Chairman, S.T. - 5 copies each

2) Others - 2 copies each.

Mra, 18/8.

Copies are sent to addressees on 18/8/52

Dm

(1) 1591 JUN -

EXTRACTS FROM PARA 98 and 99 --- REPORT OF THE BANGALORE DEVELOPMENT COMMITTEE

- - - -

98: CHANGING CONDITIONS AND ULTIMATE SOLUTION:- In Bangalore as in other Indian Cities, the motor truck is displacing the bullock cart and the jutka is giving place to the motor bus. The road problem that will be posed by this change over, when completed, is aggravated rather than minimised during the period of transition, when the roads have to carry both slow and fast moving vehicular traffic, simultaneousl with an increase in the number of pedestrians and cyclists using the roads.

The statistics of road accidents in Bangalore during the past five years show that the road hazards are on the increase and call for a progressive intensification of measures of safety.

99. The long range solution of the problem would, of course, be to provide (as is being done or proposed in modern cities) new roads specially designed to meet the changed conditions of traffic and to remodel existing roads to serve that purpose.

We recommend the following widths for different classes of roads:-

	Main Arterial and shopping FT	Sub arterial Ft.	Residential Ft.
Foot-path	2 x 20 = 40	2 x 15 = 30	2 x 8 = 16
Carriageway	2 x 30 = 60	2 x 22 = 44	1 x24 = 24
Centre Verg	1 x 20 = 20	1 x 16 = 16	NIL
	120	90 or say 100	40 or say 50 ft.

For main arterial roads, cement concrete carriage ways are best best. Ten feet concrete slab paved footpaths may be provided on arterial roads for pedestrains. In shopping streets, the full width of footpaths should be paved.

In arterial and sub arterial roads two-way carriage ways are best for protection fromthe glare of opposing head lights and risks of collusion.

EXTRACT

knr-4/2.6.54

For Secretary to Government,
L.S.G. & Planning Departments.

GB 88 34 26 (2)

EXTRACTS FROM PARA 98 and 99 --- REPORT OF THE BANGALORE DEVELOPMENT COMMITTEE

- - - -

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In arterial and sub arterial roads two-way carriage ways are best for protection fromthe glare of opposing head lights and risks of collusion.

EXTRACT

For Secretary to Government,
L.S.G. & Planning Department.

knr-4/2.5.64

(5)

M. G. S. App. F VI—G. 2]

SUBJECT.....

.....

.....

Diary No. of letter replied to.....

Section 1573.

Serial No. 38-34

File No. 27

Mysore Government Secretariat

( )

the *195*

Proceedings of the Government of Mysore.

Date of issue.....195

Read—

Signed by.....

May this be—

(i) printed ?
(ii) treated as a Standing Order ?
(iii) published in the Gazette, English Part ?
(iv) translated ?
(v) placed at the disposal of the Press ?
(vi) published in the Gazette, Kannada Part ?

Order thereon.—No. L 4083-110
10-7-54

The Bangalore development committee in its report on the future development of Bangalore observes that in Bangalore as in other Indian cities, the motor truck is displacing the bullock cart and the tonga is giving place to the

AC 10/7

motor bus and that the road problem, consequent on this change on completion, is aggravated rather than minimised during the period of transition, when the roads have to carry both slow and fast moving vehicular traffic, simultaneously with an increase in the number of pedestrians and cyclists using the roads.

~~It urges the need of an intensification of safety~~

List of Enclosures.

It urges the need for a progressive intensification of measures of safety, having regard to the statistics of road accidents in Bangalore during the last five years, which show that the road hazards are on the increase

Copied by

Examined by

WD 03540—GPB—40,000—13-8-53

M. G. S. App. F. G. 3.

MYSORE GOVERNMENT

SECRETARIAT

(*Continuation sheet draft form*).

The long range solution of the problem would be, the Committee observes, to provide (as is being done or proposed in modern cities) new roads specially designed to meet the changed conditions of traffic and to remodel the existing roads to serve the purpose.

The Committee therefore recommends:-

1) That following widths may be provided for different classes of roads:-

	Main arterial	Sub-arterial	Residential
	4 Shopping ft	ft	
i. Footpaths	2×20=40	2×15=30	1
ii. Carriageway	2×30=60	2×22=44	1
iii. Central Verge	1×20=20	1×16=16	
		90	

Say 100 ft

WD 0354G—GPB—10,000 —14-8-53

1. In main arterial roads, cement concrete carriage ways are best. Ten feet concrete slab paved footpaths may be provided on arterial roads for pedestrians. On shopping streets, the full width of footpaths should be paved.

3. On arterial and sub-arterial roads, two-way carriage ways are best for protection from the glare of opposing head lights and risks of collision.

But it must be remembered that the circumstances which lead to the occurrence of road accidents or accounts of inconvenient and unsafe planned roads are not peculiar to Bangalore

M. G. S. App. F. G. 3.

MYSORE GOVERNMENT

SECRETARIAT

(*Continuation sheet draft form*).

WD 03546—GPB—40,000 —14-8-53

(7)

The urgency of providing better road facilities both for vehicular traffic and pedestrians on the lines recommended by the Committee equally applies, if not more, to the important cities of Bangalore, Mysore, Davangere, Bellary and other important Town like areas of Dist. Headquarters as also of K. G. F. Sanitary Board, which have as some of them are fast developing areas, ~~often are bound to~~ ~~grow quickly~~. In these circumstances, Govt. consider that it is necessary and expedient to implement the recommendations of the Committee to create better traffic facilities in all these

(8)

The local authorities are requested to prepare the plans to have the recommendations of the committee implemented in the interest of the future Development of their respective areas. They are requested further to have a comprehensive plan prepared ~~They are to have a plan prepared~~ providing therein inter alia for making provision for the improvement & remodelling of the existing roads & opening of new roads on the lines envisaged by the committee & see that works are executed according to plans & estimates as the plan, wherever necessary.

15/6/54

Yes

Copy

To,

The Commr., C.C.B. thro the Mayor.
The Chairman of C.I.T. Boards of Mysore & Bangalore.
The Hd. Engrs of Mysore & Bangalore thro the Pdts.
The Commr., Bellary Mly thro the Chairman.
The Pdt, K.G.F. Sanitary Board.
The C.E.
The Secs of Districts.
The Pdts of Tarikere, Turuvekere, Harihar, Holalkere, Chitaldrug & Shimoga Town Mtties.

(9)

PROCEEDINGS OF THE GOVERNMENT OF MYSORE.

ORDER NO.L.4083 -110/ML.37.54/21

Dated, Bangalore, the 10th J U L Y 1954

The Bangalore Development Committee in its report on the future development of Bangalore observes that in Bangalore as in other Indian cities, the motor truck is displacing the bullock cart and the jutka is giving place to the motor bus and that the road problem, consequent on this change on completion, is aggravated rather than minimised during the period of transition, when the roads have to carry both slow and fast moving vehicular traffic, simultaneously with an increase in the number of pedestrians and cyclists using the roads.

as the need for a progressive intensification of measures of safety, having regard to the statistics of road accidents in Bangalore during the past five years, which show that the road hazards are on the increase.

a long range solution of the problem would be, the Committee observes, to provide (as is being done or proposed in modern cities) new roads specially designed to meet the changed conditions of traffic and remodel the existing roads to serve the purpose. The Committee, therefore recommends:-

i) that following widths may be provided for different classes of roads:-

	Main Arterial and Shopping	Sub arterial	Residential
	Ft.	Ft.	Ft.
1.Foot-paths	2 x 20 = 40	2 x 15 = 30	2 x 8 = 16
2.Carriageway	2 x 30 = 60	2 x 22 = 44	1 x 24= 24
3.Centre Verg	1 x 20 = 20	1 x 16 = 16	NIL
		90	40
		or say 100	or say 50

2) That for main arterial roads, cement concrete carriage ways are best Ten feet concrete slab paved footpaths may be provided on arterial roads for pedestrians. In shopping streets, the full width of footpaths should be paved.

(60)

3. In arterial and sub-arterial roads, two-way carriage ways are best for protection from the glare of oncoming head lights and risks of collision.

Government feel that the circumstances which lead to the occurrgance of road accidents on account of inconvenient and proper planned roads are not peculiar to Bangalore. The urgency of providing better roads facilities both for vehicular traffic and pedestrians on the lines recommended by the Committee equally applies, if not more, to other important cities of Mysore, Davangere, Bellary and other important towns like District Headquarters, as also of K.G.F. Sanitary Board as some of them are fast developing. In these circumstances, Government consider, that it is necessary and expedient to implement the recommendations of the Committee to create better traffic facilities in all these places. The local authorities are requested to spare no pains to have the recommendations of the Committee implemented in the interest of their future development respective areas. They are further requested to have a comprehensive plan prepared making provision for the improvement and remodelling of the existing roads and opening of new roads on the lines envisaged by the Committee and see that works are executed strictly according to the plan, whenever necessary.

(V. Hanumanthappa)
for Secretary to Government,
L.S.G. & Planning Departments.

To

The Commissioner, Corporation of the City of Bangalore thro' the Mayor
* Chairman, City Improvement Trust Boards of Mysore and Bangal
* Municipal Commissioners of Mysore and Davangere City Municipalities thro' the Presidents
* Commissioner for Local Self-Government in Mysore, Bangalo
* Commissioner, Bellary Municipality thro' the Chairman
* President, K.G.F. Sanitary Board,
* Chief Engineer of Mysore, Bangalore,
* Deputy Commissioners of Districts
* Presidents of Mandya, Tumkur, Hassan, Kolar, Chickmagalur Chitaldrug and Chimoga Town Municipalities.

KNR-10/7-7-54

(11)

GOVERNMENT OF MYSORE.

LOCAL SELF-GOVERNMENT AND PLANNING DEPARTMENTS.

G.O. No. L. 4083-110—I.T.B. 38-54-27, dated 10th July 1954.

Roads, etc.

Issues orders for improvement to —— in Cities and Towns.

ORDER No. L. 4083-110—I.T.B. 38-54-27, DATED BANGALORE, THE 10TH JULY 1954.

The Bangalore Development Committee in its report on the future development of Bangalore observes that in Bangalore as in other Indian cities, the motor truck is displacing the bullock-cart and the jutka is giving place to the motor bus and that the road problem, consequent on this change on completion, is aggravated rather than minimised during the period of transition, when the roads have to carry both slow and fast moving vehicular traffic, simultaneously with an increase in the number of pedestrians and cyclists using the roads.

It urges the need for a progressive intensification of measures of safety, having regard to the statistics of road accidents in Bangalore during the past five years, which show that the road hazards are on the increase.

The long range solution of the problem would be, the Committee observes, to provide (as is being done or proposed in modern cities) new roads specially designed to meet the changed conditions of traffic and to re-model the existing roads to serve the purpose, The Committee, therefore, recommends—

1. That following widths may be provided for different classes of roads.—

	Main Arterial and Shopping	*Sub-arterial*	*Residential*
	Ft.	Ft.	Ft.
1. Footpath ...	2 × 20=40	2 × 15=30	2 × 8 = 16
2. Carriageway ...	2 × 30=60	2 × 22=44	1 × 24 = 24
3. Centre verge ...	1 × 20=20	1 × 16=16	Nil
		90	40
		or say 100	or say 50

2. That for main arterial roads, cement concrete carriageways are best. Ten feet concrete slab paved footpaths may be provided on arterial roads for pedestrians. In shopping streets, the full width of footpaths should be paved.

3. In arterial and sub-arterial roads, two-way carriageways are best for protection from the glare of opposing head lights and risks of collision.

Government feel that the circumstances which lead to the occurrence of road accidents on account of inconvenient and proper planned roads are not peculiar to Bangalore. The urgency of providing better road facilities both for vehicular traffic and pedestrians on the lines recommended by the Committee equally applies, if not more, to other important cities of Mysore, Davangere, Bellary and other important towns like District Headquarters, as also of K. G. F. Sanitary Board as some of them are fast developing. In these circumstances, Government consider that it is necessary and expedient to implement the recommendations of the

(12)

No. L. 4083-110—I.T.B. 38-54-27, DATED 10TH JULY 1954.

Committee to create better traffic facilities in all these places. The local authorities are requested to spare no pains to have the recommendations of the Committee implemented in the interest of the future development of their respective areas. They are further requested to have a comprehensive plan prepared making provision for the improvement and re-modelling of the existing roads and opening of new roads on the lines envisaged by the Committee and see that works are executed strictly according to the plan, whenever necessary.

G. V. K. RAO,
Secretary to Government,
Local Self-Government and
Planning Departments.

To—The Commissioner, Corporation of the City of Bangalore (through the Mayor).
The Chairman, City Improvement Trust Boards of Mysore and Bangalore.
Municipal Commissioners of Mysore and Davangere City Municipalities through the Presidents.
The Commissioner for Local Self-Government in Mysore, Bangalore.
The Commissioner, Bellary Municipality through the Chairman.
The President, Kolar Gold Field Sanitary Board.
The Chief Engineer of Mysore, Bangalore.
The Deputy Commissioners of Districts.
The Presidents of Mandya, Tumkur, Hassan, Kolar, Chickmagalur, Chitaldrug and Shimoga Town Municipalities.

Exd.—G.R.N.

WD 2919—GPB—498—4-8-54

(13) (B) 14111 JGB. 38. 54 28

To, 9/10-7-54

The director of printing etc (Lyons)

Dear sir,

I am directed to send herewith a copy of pp NF 4083-110 (JTB 38-54-2) / 10-7-52 regarding improvement to roads and to request you kindly to print & send 250 copies thereof immediately

yours